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(LISTED BELOW)DATE OF  
INFO. [REDACTED]SUPPLEMENT TO  
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1. The appointment of (fnu) Simon as Chief of the Traffic Department in the Reichsbahn Main Office has been confirmed.
2. Albert Held, official in the Passenger Traffic Department, Reichsbahn Main Office, has been assigned the work of planning and organizing the movement of trains carrying participants to the Berlin World Youth Festival in August. His assistant is Günter Schorss of the same department. Held was with RBD Halle until the autumn of 1949 and has had experience in handling passenger traffic for the Leipzig fairs. Schorss, in addition, handles liaison with the Central FDJ Headquarters for the Reichsbahn.
3. A rail tariff conference was held in Budapest from 17 to 25 June 1951. Representing the DDR Reichsbahn were Helmuth Lange, (fnu) Oblander and Dieter Hüskens, all Main Office officials.
4. In March 1951, Willi Barth, director general of RBD Berlin, called together all staff officials of his area and complained about the poor management in all departments and sections. During the first two months of 1951 alone, RBD Berlin, he said, ran up a deficit of nearly one-half million DM East.
5. In Gräfenhainichen the Reichsbahn has opened a training school for more recent rail way employees. Persons with only two to three years railway experience but of unquestioned political reliability are selected to attend. The courses are said to include instruction on the operation of the West German lines, and students are being told that they will soon need to put this knowledge to use.
6. The newly-opened south section of the Berlin freight outer ring is now in daily use by both passenger and freight trains. It is reported that the line is already deteriorating under the heavy traffic, and new speed restrictions have become necessary. Some spots may be crossed at only ten kilometers per hour. Work is continuing on improvement of the roadbed. For 1952 a further appropriation of DM-16,000,000 has been authorized, most of which will be expended in making signal and safety installations. One (fnu) Wunsch of the Reichsbahn Main Office is in charge of matters concerning the southern outer ring.

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7. The double tracking of the line Wiesenburg to Belzig should be completed by the end of July 1951. An additional DM-50,000 was appropriated for this project.
8. Work on the connecting line Treuenbrietzen - Jüterbog - Falkenberg has been halted for the remainder of 1951. Materials, money and manpower were more urgently needed on the Berlin outer freight ring.
9. At Neustadt (Dosse) and Löwenberg "Y" curves are being built.
10. Along the line Löwenberg - Neuruppin - Neustadt (Dosse) - Rathenow, several station yards are being expanded and sidings lengthened.
11. The lines Wittenberge to Geestgotberg and Schwerin to Holthusen are being double tracked.
12. The lines Barth - Zingst - Prerow, Schwaan - Bützow and Küstrin - Reitwein are being relaid. These lines were dismantled during the first years of the occupation.
13. For the building of a special marshalling yard at Küstrin - Kietz, nearly DM-2,000,000 has been appropriated.
14. From Grünau to Fangschleuse on the main line Berlin - Frankfurt/Oder, a double track line is to be constructed. This project is to be rushed to completion within five months, according to the plan. Five thousand workers are to be brought in for the purpose. This is new construction.
15. Present plans call for double tracking the line from Frankfurt/Oder to Zossen, via Grunow, Beeskow, Storkow, Königswusterhausen. Surveying is already in progress. Eventually the line should be double tracked all the way to Halle.
16. Plans are in preparation to make Berlin-Grünau a principal terminal station for main line trains in and out of Berlin via the new south outer ring.
17. Very ambitious plans are being made for new construction at Berlin-Wuhlheide. A huge new marshalling yard, station and storage buildings, repair shops, round houses and other railroad facilities are projected. The entire program is to cost about DM-850,000,000 and will require nine years to complete.
18. Between 2 January and 15 May 1951, 1,250 Soviet military rail movements occurred in the territory of the DDR. The greatest number of these took place the middle of April and the middle of May.
19. During the period from 25 April to 1 June 1951, the following number of empty freight cars departed from the DDR to the USSR:
 

Boxcars	4,600
Coal cars	850
Flat cars	1,150
Refrigerator cars	375
Tank cars	150
Total	7,125
20. During the period from 15 February to 31 May 1951, 16,225 cars of grain from the USSR arrived in the DDR via Frankfurt/Oder. The tonnage is given as 243,375.
21. During the period from 15 June to 5 July 1951, 39 troop trains arrived from the USSR in the area of RBD Cottbus. Most of these came via Guben and Küstrin. Within the same period nine troop trains departed from this area for the USSR. Nine other empty troop trains returned from RBD Cottbus to the USSR.
22. During the period 1 June to 5 July 1951, seven troop trains from the USSR arrived at Weimar. Of the 381 cars composing these trains, 59 went to Gotha, 42 to Mechterstädt, 44 to Krawinkel, 75 to Ohrdruf, 10 to Emleben, 15 to Petriroda and 136 remained in Weimar.
23. Soviet troop trains sometimes bear the cover designation of "Basa" (sic) in Reichsbahn records. Basa 1 are trains which move via Insterburg and Basa 2 are those which go via Brest.

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24. Since early in May, empty freight cars have been coming out of the USSR. These are Reichsbahn cars which have been in use since 1945 in Russia and Poland. All of them are in a poor state of repair. The number of the cars to be returned is expected to reach about 30,000.
25. At Frankfurt/Oder the "Lokbrigadeneinsatzstelle" (locomotive brigade station) has control over 350 bridges, numbered 1 to 350. Each brigade has one engine.
26. Column 42, formerly stationed in Karlshorst and later in Frankfurt/Oder, has been dispatched to West. It consists of 200 men and ten engines. These crews and engines are to be used in operating Soviet military leave trains.
27. There is a daily average of eight Soviet military leave trains departing from the DDR for the USSR. Two of these originate in the area of Berlin.
28. The Reichsbahn is giving serious consideration to increasing freight car demurrage charges by 100 per cent in order to cut down unloading time and shorten the car circulation cycle.
29. The following listed Reichsbahn locomotive repair shops effect repairs and restorations on the locomotive types indicated:

RAW Chemnitz	03,38,41,43,75,89,94
RAW Zwickau	19,56,58,84,86
RAW Stendal	50,52,55,56
RAW Meiningen	01,41,17
RAW Cottbus	80
RAW Wittenberge	64
RAW Tempelhof	74
RAW Halle	93
RAW Einheit Leipzig	38

30. On 16 July 1951, the coal reserve in RBD Berlin was sufficient for 8.5 days.
31. The July figure for the number of Reichsbahn operational employees -- those directly concerned with the movement of trains -- was 66,500. The number of towermen was 12,780. These employees are distributed in the eight districts as follows:

	<u>Operational Personnel</u>	<u>Towermen</u>
RBD Berlin	13,800	3,600
RBD Cottbus	4,100	500
RBD Dresden	14,400	3,800
RBD Erfurt	9,400	1,800
RBD Greifswald	3,100	460
RBD Halle	9,700	1,300
RBD Magdeburg	7,900	900
RBD Schwerin	4,100	420

32. Plans for train movements in connection with the Berlin World Youth Festival call for an average of 112 special trains to enter the area of Berlin daily.